

APPENDIX E

HISTORICAL OIL SPILL DATA SET, 1993–1998

E.1. POTENTIAL FOR MECHANICAL RECOVERY, CHEMICAL DISPERSION, AND *IN SITU* BURNING

Of the 231 oil spills in the historical oil spill data set (USCG, 1999), there were 79 spills of at least 1,000 gal and at a distance of more than 3 nm (Table E.1-1), with a combined discharge of 437,553 gal. On average, there were 13.2 spills per year, with an average discharge of 5,539 gal.

Table E.1-1
Historical Oil Spill Data for Potential Mechanical Recovery, Chemical Dispersion, and *In Situ* Burning in All Regions for Spills of $\geq 1,000$ gal, ≥ 3 nm from Shore

| Vessel Name | Region | Spill Date | Spill Amount (gal) | Substance Spilled | Wind Speed (kt)* | Depth (ft)* | API° Gravity* |
|-----------------------|----------------|------------|--------------------|-------------------|------------------|-------------|---------------|
| <i>LARCHEDADONA</i> | Gulf of Mexico | 02/20/93 | 1,500 | Waste/lube oil | 14 | 2,146 | 22 |
| <i>SEALANDHAWAII</i> | Oceania | 03/13/93 | 25,200 | Waste/lube oil | 16 | 14,120 | 22 |
| <i>MISS RACHEL</i> | Gulf of Mexico | 03/16/93 | 2,500 | Diesel | 20 | 172 | 39 |
| Unknown vessel | Gulf of Mexico | 04/16/93 | 1,000 | Crude oil | 12 | 406 | 30–38 |
| <i>H.O.S. NASHUA</i> | Gulf of Mexico | 05/08/93 | 1,915 | Diesel | 12 | 225 | 39 |
| <i>CANDY SUPPLIER</i> | Gulf of Mexico | 06/11/93 | 2,000 | Diesel | 9 | 112 | 39 |
| <i>SEAVENTURE</i> | Pacific | 06/13/93 | 2,000 | Diesel | 10 | 510 | 39 |
| <i>CONSTITUTION</i> | Oceania | 06/14/93 | 1,000 | No.6 fuel oil | 10 | 13,571 | 14 |
| <i>USS JASON AR-8</i> | Pacific | 06/18/93 | 5,000 | Waste/lube oil | 8 | 5,044 | 22 |
| <i>NYHERON</i> | Gulf of Mexico | 07/31/93 | 2,100 | Crude oil | 10 | 106 | 30–38 |
| <i>SUN TIDE</i> | Alaska | 08/23/93 | 6,000 | Diesel | 11 | 3 | 39 |
| <i>RED SEAGULL</i> | Gulf of Mexico | 09/02/93 | 6,720 | Kuwait crude oil | 11 | 83 | 31 |
| <i>SEALIFT</i> | Oceania | 10/06/93 | 1,680 | Diesel | 18 | 15,261 | 39 |
| <i>ANTARCTIC</i> | | | | | | | |
| <i>ALLEY CAT II</i> | Gulf of Mexico | 11/08/93 | 2,500 | Diesel | 12 | 79 | 39 |
| <i>ANTARES</i> | Gulf of Mexico | 12/29/93 | 5,000 | No.6 fuel oil | 12 | 79 | 14 |

continued

Table E.1-1 (*continued*)
Historical Oil Spill Data for Potential Mechanical Recovery, Chemical Dispersion, and
***In Situ* Burning in All Regions for Spills of $\geq 1,000$ gal, ≥ 3 nm from Shore**

| Vessel Name | Region | Spill Date | Spill Amount (gal) | Substance Spilled | Wind Speed (kt)* | Depth (ft)* | API° Gravity* |
|--------------------------------------|--------------------|------------|--------------------|-------------------------|------------------|-------------|---------------|
| LADY SELKET | Alaska | 02/06/94 | 1,500 | Diesel | 25 | 456 | 39 |
| HUMBER ARM | Atlantic-Caribbean | 03/19/94 | 1,050 | Motor oil | 12 | 97 | 29 |
| GENESIS | Atlantic-Caribbean | 03/29/94 | 1,000 | Diesel | 9 | 35 | 39 |
| GAMBLER | Atlantic-Caribbean | 04/03/94 | 1,100 | No.2 fuel oil | 25 | 140 | 32 |
| SAN ANTONIO II | Atlantic-Caribbean | 04/22/94 | 3,000 | Vegetable oil | 15 | 1,803 | 3 |
| CAPT. JAMES II | Atlantic-Caribbean | 05/21/94 | 6,000 | Diesel | 10 | 80 | 39 |
| HOKOKAI | Oceania | 06/08/94 | 3,200 | Diesel | 15 | 3,000 | 39 |
| NIKATOR/ BARGE 101 | Atlantic-Caribbean | 06/28/94 | 2,573 | Waste/lube oil | 5 | 11,115 | 22 |
| Unknown vessel | Oceania | 08/19/94 | 1,000 | Waste/lube oil | 7 | 3,051 | 22 |
| CRACKER JACK | Gulf of Mexico | 08/30/94 | 3,000 | No.2 fuel oil | 9 | 279 | 32 |
| ISLAND ENTERPRISE | Alaska | 09/15/94 | 12,705 | Diesel | 40–50 | 263 | 39 |
| FREDA M | Pacific | 10/29/94 | 1,500 | Diesel | 30 | 5,746 | 39 |
| FIVE PRINCESSES | Gulf of Mexico | 10/30/94 | 1,000 | Diesel | 10 | 24 | 39 |
| BAYOU GOLD | Gulf of Mexico | 11/03/94 | 1,500 | Crude oil | 25 | < 10 | 30–38 |
| BAYOU PRINCESS | Gulf of Mexico | 11/05/94 | 6,000 | Diesel | 14 | 38 | 39 |
| BEAN BOOSTER 24 | Atlantic-Caribbean | 11/24/94 | 2,000 | No.6 fuel oil | 40 | 81 | 14 |
| KANDI SUE | Gulf of Mexico | 12/10/94 | 2,500 | Diesel | 25–30 | 65 | 39 |
| MINTROP | Gulf of Mexico | 01/05/95 | 2,200 | No.1 fuel oil | 14 | 481 | 45 |
| SKAUBAY/ BERGE BANKER | Gulf of Mexico | 02/05/95 | 37,716 | No.6 fuel oil | 10–15 | 113 | 14 |
| FLORIDA EXPRESS | Alaska | 02/27/95 | 8,400 | No.6 fuel oil | 10 | 93 | 14 |
| ISLANDER IV | Gulf of Mexico | 04/17/95 | 1,500 | Diesel | 14 | 79 | 39 |
| CAPT. KELVIN | Atlantic-Caribbean | 04/21/95 | 1,000 | Diesel | 7 | 72 | 39 |
| HQS.DETERMINE | Gulf of Mexico | 04/21/95 | 1,100 | Diesel | 12 | 351 | 39 |
| CORDOVA | Alaska | 05/06/95 | 1,600 | Diesel | 20–25 | 232 | 39 |
| Unknown vessel | Atlantic-Caribbean | 05/10/95 | 1,940 | JP-8 | 7 | X | 43 |
| SHEENA MARIE | Atlantic-Caribbean | 06/18/95 | 3,000 | Diesel | 12 | 47 | 39 |
| INTERSTATE 138 | Alaska | 07/01/95 | 92,610 | No.6 fuel oil | 9 | 58 | 14 |
| ENIF | Gulf of Mexico | 07/01/95 | 1,000 | No.2 fuel oil | 6 | 3,615 | 32 |
| MARJORIE B. MCALLISTER | Atlantic-Caribbean | 08/02/95 | 25,000 | Diesel | 7 | 234 | 39 |
| MCDERMOTT DERRICK BARGE NO. 50 | Gulf of Mexico | 08/18/95 | 3,225 | Crude oil/ hydraulic | 8 | 1,896 | 30–38 |
| ENSCO EXPLORER | Gulf of Mexico | 08/24/95 | 1,554 | Diesel | 8 | 39 | 39 |
| ROWAN GORILLA IV | Gulf of Mexico | 11/03/95 | 3,722 | Diesel | 30 | 376 | 39 |
| ALASKAN SEA CURE | Pacific | 11/30/95 | 1,500 | Waste/lube oil | 7 | 2,970 | 22 |
| ERIE | Atlantic-Caribbean | 12/10/95 | 6,400 | Diesel | 35 | 9,452 | 39 |
| WAHOO | Gulf of Mexico | 03/26/96 | 4,000 | Diesel | 35 | 31 | 39 |
| THAI DUONG | Gulf of Mexico | 05/19/96 | 2,800 | Diesel | 11 | 15 | 39 |
| LEONARD | Atlantic-Caribbean | 6/17/96 | 2,000 | No.2-D fuel oil | 10 | 1,300 | 35 |

continued

Table E.1-1 (*continued*)
Historical Oil Spill Data for Potential Mechanical Recovery, Chemical Dispersion, and
***In Situ* Burning in All Regions for Spills of $\geq 1,000$ gal, ≥ 3 nm from Shore**

| Vessel Name | Region | Spill Date | Spill Amount (gal) | Substance Spilled | Wind Speed (kt)* | Depth (ft)* | API° Gravity* |
|-----------------|--------------------|------------|--------------------|------------------------|------------------|-------------|---------------|
| JOAN MORAN | Gulf of Mexico | 08/02/96 | 1,000 | Diesel | 8 | 119 | 39 |
| CAPTAIN BEAR | Gulf of Mexico | 08/21/96 | 1,500 | No.2-D fuel oil | 8 | 135 | 35 |
| MI HIJO | Gulf of Mexico | 10/10/96 | 1,800 | Diesel | 12 | 105 | 39 |
| GILBERT TIDE | Gulf of Mexico | 10/27/96 | 1,900 | Diesel | 13 | 142 | 39 |
| RICHMOND | Gulf of Mexico | 11/15/96 | 1,200 | Diesel | 11 | 16 | 39 |
| BALDER | Gulf of Mexico | 12/31/96 | 2,600 | Hydraulic fluid or oil | 18 | 754 | 22 |
| ROSIE G | Alaska | 01/30/97 | 16,000 | Diesel | 20–25 | 4,578 | 39 |
| HAURCHUENNO3 | Oceania | 04/04/97 | 1,000 | Waste/lube oil | 7 | 2,451 | 22 |
| PENNY'S PRIDE | Atlantic-Caribbean | 05/28/97 | 1,000 | Diesel | 9 | 11 | 39 |
| KELSTAR | Pacific | 06/23/97 | 2,560 | No.2-D fuel oil | 6 | 793 | 35 |
| ROWAN ALASKA | Gulf of Mexico | 07/11/97 | 1,218 | No.2-D fuel oil | 8 | 142 | 35 |
| NCC TIHAMAH | Gulf of Mexico | 07/20/97 | 7,500 | Diesel | 9 | 40 | 39 |
| DERICK BARCE 50 | Gulf of Mexico | 08/12/97 | 5,000 | Lube oil | 7 | 1,910 | 22 |
| CELLAM | Gulf of Mexico | 10/21/97 | 5,000 | Diesel | 10 | 40 | 39 |
| OCEAN NUGGET | Gulf of Mexico | 11/10/97 | 2,000 | Diesel | 14 | 156 | 39 |
| LINDA "B" | Atlantic-Caribbean | 11/29/97 | 1,800 | Diesel | 6 | 86 | 39 |
| EAGLE LYRA | Gulf of Mexico | 01/02/98 | 1,680 | Crude oil | 9 | 95 | 30–38 |
| MISS STEPHANIE | Gulf of Mexico | 01/07/98 | 10,000 | Diesel | 11 | 27 | 39 |
| RED SEAGULL | Oceania | 01/23/98 | 21,000 | Med. Arabian crude oil | 9 | 85 | 30 |
| ADRIATIC SEA | Gulf of Mexico | 01/23/98 | 1,500 | Hydraulic fluid or oil | 7 | 15,123 | 22 |
| ROSELLEN | Atlantic-Caribbean | 02/03/98 | 14,300 | Vegetable oil | X | X | 3 |
| GATE DANCER | Gulf of Mexico | 03/25/98 | 6,115 | Lube oil | 10 | 64 | 22 |
| NAVY S-3 | Pacific | 03/31/98 | 1,470 | JP-5 | 8 | X | 41 |
| IDLEWILD | Gulf of Mexico | 05/25/98 | 1,500 | No.2-D fuel oil | 15 | 161 | 35 |
| JUAN GABRIEL | Atlantic-Caribbean | 06/22/98 | 4,000 | Diesel | 2–3 | 33 | 39 |
| Unknown vessel | Gulf of Mexico | 07/26/98 | 2,100 | Crude oil | 7 | 23 | 30–38 |
| CINDY | Atlantic-Caribbean | 08/04/98 | 1,800 | No.2 fuel oil | 8 | 13 | 32 |

Source: Adapted from USCG, 1999.

Note: X, unknown.

* Rounded to the nearest whole number.

E.2. POTENTIAL FOR MECHANICAL RECOVERY

Of the 79 oil spills listed in Table E.1-1, there were 56 spills (Table E.2-1), with a combined discharge of 212,020 gal, in which mechanical recovery could have been a response option. On average, there were 9.3 spills per year, with an average discharge of 3,786 gal, in which mechanical recovery could have been a response option.

Table E.2-1
Historical Oil Spill Data for Potential Mechanical Recovery in All Regions
for Spills of $\geq 1,000$ gal, ≥ 3 nm from Shore

| Vessel Name | Region | Spill Date | Spill Amount (gal) | Substance Spilled | Wind Speed (kt)* | Depth (ft)* | API ^o Gravity* |
|---|--------------------|------------|--------------------|-------------------------|------------------|-------------|---------------------------|
| <i>L'ARCHEDON</i> | Gulf of Mexico | 02/20/93 | 1,500 | Waste/lube oil | 14 | 2,146 | 22 |
| <i>SEALAND HAWAII</i> | Oceania | 03/13/93 | 25,200 | Waste/lube oil | 16 | 14,120 | 22 |
| Unknown vessel | Gulf of Mexico | 04/16/93 | 1,000 | Crude oil | 12 | 406 | 30–38 |
| <i>H.O.S. NASHUA</i> | Gulf of Mexico | 05/08/93 | 1,915 | Diesel | 12 | 225 | 39 |
| <i>CANDY SUPPLIER</i> | Gulf of Mexico | 06/11/93 | 2,000 | Diesel | 9 | 112 | 39 |
| <i>SEAVENTURE</i> | Pacific | 06/13/93 | 2,000 | Diesel | 10 | 510 | 39 |
| <i>USS JASON AR-8</i> | Pacific | 06/18/93 | 5,000 | Waste/lube oil | 8 | 5,044 | 22 |
| <i>NYHERON</i> | Gulf of Mexico | 07/31/93 | 2,100 | Crude oil | 10 | 106 | 30–38 |
| <i>SUN TIDE</i> | Alaska | 08/23/93 | 6,000 | Diesel | 11 | 3 | 39 |
| <i>RED SEAGULL</i> | Gulf of Mexico | 09/02/93 | 6,720 | Kuwait crude oil | 11 | 83 | 31 |
| <i>ALLEY CAT II</i> | Gulf of Mexico | 11/08/93 | 2,500 | Diesel | 12 | 79 | 39 |
| <i>HUMBER ARM</i> | Atlantic-Caribbean | 03/19/94 | 1,050 | Motor oil | 12 | 97 | 29 |
| <i>GENESIS</i> | Atlantic-Caribbean | 03/29/94 | 1,000 | Diesel | 9 | 35 | 39 |
| <i>CAPT. JAMES II</i> | Atlantic-Caribbean | 05/21/94 | 6,000 | Diesel | 10 | 80 | 39 |
| <i>HOLOKAI</i> | Oceania | 06/08/94 | 3,200 | Diesel | 15 | 3,000 | 39 |
| <i>NIKATOR/</i> <i>BARGE 101</i> | Atlantic-Caribbean | 06/28/94 | 2,573 | Waste/lube oil | 5 | 11,115 | 22 |
| Unknown vessel | Oceania | 08/19/94 | 1,000 | Waste/lube oil | 7 | 3,051 | 22 |
| <i>CRACKER JACK</i> | Gulf of Mexico | 08/30/94 | 3,000 | No.2 fuel oil | 9 | 279 | 32 |
| <i>FIVE PRINCESSES</i> | Gulf of Mexico | 10/30/94 | 1,000 | Diesel | 10 | 24 | 39 |
| <i>BAYOU PRINCESS</i> | Gulf of Mexico | 11/05/94 | 6,000 | Diesel | 14 | 38 | 39 |
| <i>ISLANDER IV</i> | Gulf of Mexico | 04/17/95 | 1,500 | Diesel | 14 | 79 | 39 |
| <i>CAPT. KELVIN</i> | Atlantic-Caribbean | 04/21/95 | 1,000 | Diesel | 7 | 72 | 39 |
| <i>H.O.S. DETERMINE</i> | Gulf of Mexico | 04/21/95 | 1,100 | Diesel | 12 | 351 | 39 |
| Unknown vessel | Atlantic-Caribbean | 05/10/95 | 1,940 | JP-8 | 7 | X | 43 |
| <i>SHEENA MARIE</i> | Atlantic-Caribbean | 06/18/95 | 3,000 | Diesel | 12 | 47 | 39 |
| <i>ENIF</i> | Gulf of Mexico | 07/01/95 | 1,000 | No.2 fuel oil | 6 | 3,615 | 32 |
| <i>MARJORIE B.</i> <i>MCALLISTER</i> | Atlantic-Caribbean | 08/02/95 | 25,000 | Diesel | 7 | 234 | 39 |
| <i>MCDERMOTT</i> <i>DERRICK BARGE</i> <i>NO. 50</i> | Gulf of Mexico | 08/18/95 | 3,225 | Crude oil/ hydraulic | 8 | 1,896 | 30–38 |
| <i>ENSCO EXPLORER</i> | Gulf of Mexico | 08/24/95 | 1,554 | Diesel | 8 | 39 | 39 |
| <i>ALASKAN SEA</i> <i>CURE</i> | Pacific | 11/30/95 | 1,500 | Waste/lube oil | 7 | 2,970 | 22 |
| <i>THAI DUONG</i> | Gulf of Mexico | 05/19/96 | 2,800 | Diesel | 11 | 15 | 39 |
| <i>LEONARD</i> | Atlantic-Caribbean | 6/17/96 | 2,000 | No.2-D fuel oil | 10 | 1,300 | 35 |
| <i>JOAN MORAN</i> | Gulf of Mexico | 08/02/96 | 1,000 | Diesel | 8 | 119 | 39 |
| <i>CAPTAIN BEAR</i> | Gulf of Mexico | 08/21/96 | 1,500 | No.2-D fuel oil | 8 | 135 | 35 |

continued

Table E.2-1 (*continued*)
Historical Oil Spill Data for Potential Mechanical Recovery in All Regions
for Spills of $\geq 1,000$ gal, ≥ 3 nm from Shore

| Vessel Name | Region | Spill Date | Spill Amount (gal) | Substance Spilled | Wind Speed (kt)* | Depth (ft)* | API° Gravity* |
|------------------------|--------------------|------------|--------------------|------------------------|------------------|-------------|---------------|
| <i>MI HIJO</i> | Gulf of Mexico | 10/10/96 | 1,800 | Diesel | 12 | 105 | 39 |
| <i>GILBERT TIDE</i> | Gulf of Mexico | 10/27/96 | 1,900 | Diesel | 13 | 142 | 39 |
| <i>RICHMOND</i> | Gulf of Mexico | 11/15/96 | 1,200 | Diesel | 11 | 16 | 39 |
| <i>HAURCHUENNO3</i> | Oceania | 04/04/97 | 1,000 | Waste/lube oil | 7 | 2,451 | 22 |
| <i>PENNY'S PRIDE</i> | Atlantic-Caribbean | 05/28/97 | 1,000 | Diesel | 9 | 11 | 39 |
| <i>KELSTAR</i> | Pacific | 06/23/97 | 2,560 | No.2-D fuel oil | 6 | 793 | 35 |
| <i>ROWAN ALASKA</i> | Gulf of Mexico | 07/11/97 | 1,218 | No.2-D fuel oil | 8 | 142 | 35 |
| <i>NCC TIHAMAH</i> | Gulf of Mexico | 07/20/97 | 7,500 | Diesel | 9 | 40 | 39 |
| <i>DERICK BARGE 50</i> | Gulf of Mexico | 08/12/97 | 5,000 | Lube oil | 7 | 1,910 | 22 |
| <i>CELLA M</i> | Gulf of Mexico | 10/21/97 | 5,000 | Diesel | 10 | 40 | 39 |
| <i>OCEAN NUGGET</i> | Gulf of Mexico | 11/10/97 | 2,000 | Diesel | 14 | 156 | 39 |
| <i>LINDA "B"</i> | Atlantic-Caribbean | 11/29/97 | 1,800 | Diesel | 6 | 86 | 39 |
| <i>EAGLE LYRA</i> | Gulf of Mexico | 01/02/98 | 1,680 | Crude oil | 9 | 95 | 30–38 |
| <i>MISS STEPHANIE</i> | Gulf of Mexico | 01/07/98 | 10,000 | Diesel | 11 | 27 | 39 |
| <i>RED SEAGULL</i> | Oceania | 01/23/98 | 21,000 | Med. Arabian crude oil | 9 | 85 | 30 |
| <i>ADRIATIC SEA</i> | Gulf of Mexico | 01/23/98 | 1,500 | Hydraulic fluid or oil | 7 | 15,123 | 22 |
| <i>GATE DANCER</i> | Gulf of Mexico | 03/25/98 | 6,115 | Lube oil | 10 | 64 | 22 |
| <i>NAVY S-3</i> | Pacific | 03/31/98 | 1,470 | JP-5 | 8 | X | 41 |
| <i>IDLEWILD</i> | Gulf of Mexico | 05/25/98 | 1,500 | No.2-D fuel oil | 15 | 161 | 35 |
| <i>JUAN GABRIEL</i> | Atlantic-Caribbean | 06/22/98 | 4,000 | Diesel | 2–3 | 33 | 39 |
| Unknown vessel | Gulf of Mexico | 07/26/98 | 2,100 | Crude oil | 7 | 23 | 30–38 |
| <i>CINDY</i> | Atlantic-Caribbean | 08/04/98 | 1,800 | No.2 fuel oil | 8 | 13 | 32 |

Source: Adapted from USCG, 1999.

Note: X, unknown.

* Rounded to the nearest whole number.

E.3. POTENTIAL FOR CHEMICAL DISPERSION

Of the 79 oil spills listed in Table E.1-1, there were 13 spills (Table E.3-1), with a combined discharge of 57,807 gal, in which only dispersant use could have been a response option. On average, there were 2.2 spills per year, with an average discharge of 4,447 gal, in which only dispersant use could have been a response option.

Table E.3-1
Historical Oil Spill Data for Potential Chemical Dispersion Only in All Regions
for Spills of $\geq 1,000$ gal, ≥ 3 nm from Shore

| Vessel Name | Region | Spill Date | Spill Amount (gal) | Substance Spilled | Wind Speed (kt)* | Depth (ft)* | API ^o Gravity* |
|--------------------------|--------------------|------------|--------------------|------------------------|------------------|-------------|---------------------------|
| <i>MISS RACHEL</i> | Gulf of Mexico | 03/16/93 | 2,500 | Diesel | 20 | 172 | 39 |
| <i>SEALIFT</i> | Oceania | 10/06/93 | 1,680 | Diesel | 18 | 15,261 | 39 |
| <i>ANTARCTIC</i> | | | | | | | |
| <i>LADY SELKET</i> | Alaska | 02/06/94 | 1,500 | Diesel | 25 | 456 | 39 |
| <i>GAMBLER</i> | Atlantic-Caribbean | 04/03/94 | 1,100 | No.2 fuel oil | 25 | 140 | 32 |
| <i>ISLAND ENTERPRISE</i> | Alaska | 09/15/94 | 12,705 | Diesel | 40–50 | 263 | 39 |
| <i>FREDA M</i> | Pacific | 10/29/94 | 1,500 | Diesel | 30 | 5,746 | 39 |
| <i>KANDI SUE</i> | Gulf of Mexico | 12/10/94 | 2,500 | Diesel | 25–30 | 65 | 39 |
| <i>CORDOVA</i> | Alaska | 05/06/95 | 1,600 | Diesel | 20–25 | 232 | 39 |
| <i>ROWAN GORILLA IV</i> | Gulf of Mexico | 11/03/95 | 3,722 | Diesel | 30 | 376 | 39 |
| <i>ERIE</i> | Atlantic-Caribbean | 12/10/95 | 6,400 | Diesel | 35 | 9,452 | 39 |
| <i>WAHOO</i> | Gulf of Mexico | 03/26/96 | 4,000 | Diesel | 35 | 31 | 39 |
| <i>BALDER</i> | Gulf of Mexico | 12/31/96 | 2,600 | Hydraulic fluid or oil | 18 | 754 | 22 |
| <i>ROSIE G</i> | Alaska | 01/30/97 | 16,000 | Diesel | 20–25 | 4,578 | 39 |

Source: Adapted from USCG, 1999.

* Rounded to the nearest whole number.

Based on the Regulatory Assessment for Changes to Vessel and Facility Response Plans (USCG, 2002) estimate that a spill size of 1,680 gal (40 bbl) is the lower threshold at which dispersant operations might be considered practicable, of the 79 oil spills listed in Table E.1-1, there were 52 spills (Table E.3-2), with a combined discharge of 403,761 gal, in which dispersant use could have been a response option. On average, there were 8.7 spills per year, with an average discharge of 7,765 gal, in which dispersant use could have been a response option.

Table E.3-2
Historical Oil Spill Data for Potential Chemical Dispersion in All Regions
for Spills of $\geq 1,680$ gal*, ≥ 3 nm from Shore

| Vessel Name | Region | Spill Date | Spill Amount (gal) | Substance Spilled | Wind Speed (kt) [†] | Depth (ft) [†] | API [°] Gravity [†] |
|--------------------------------------|--------------------|------------|--------------------|---------------------------|------------------------------|-------------------------|---------------------------------------|
| SEALANDHAWAII | Oceania | 03/13/93 | 25,200 | Waste/lube oil | 16 | 14,120 | 22 |
| MISS RACHEL | Gulf of Mexico | 03/16/93 | 2,500 | Diesel | 20 | 172 | 39 |
| H.O.S. NASHUA | Gulf of Mexico | 05/08/93 | 1,915 | Diesel | 12 | 225 | 39 |
| CANDY SUPPLIER | Gulf of Mexico | 06/11/93 | 2,000 | Diesel | 9 | 112 | 39 |
| SEAVENTURE | Pacific | 06/13/93 | 2,000 | Diesel | 10 | 510 | 39 |
| USS JASON AR-8 | Pacific | 06/18/93 | 5,000 | Waste/lube oil | 8 | 5,044 | 22 |
| NYHERON | Gulf of Mexico | 07/31/93 | 2,100 | Crude oil | 10 | 106 | 30–38 |
| SUN TIDE | Alaska | 08/23/93 | 6,000 | Diesel | 11 | 3 | 39 |
| RED SEAGULL | Gulf of Mexico | 09/02/93 | 6,720 | Kuwait crude oil | 11 | 83 | 31 |
| SEALIFT | Oceania | 10/06/93 | 1,680 | Diesel | 18 | 15,261 | 39 |
| ANTARCTIC | | | | | | | |
| ALLEY CAT II | Gulf of Mexico | 11/08/93 | 2,500 | Diesel | 12 | 79 | 39 |
| ANTARES | Gulf of Mexico | 12/29/93 | 5,000 | No.6 fuel oil | 12 | 79 | 14 |
| SAN ANTONIO II | Atlantic-Caribbean | 04/22/94 | 3,000 | Vegetable oil | 15 | 1,803 | 3 |
| CAPT. JAMES II | Atlantic-Caribbean | 05/21/94 | 6,000 | Diesel | 10 | 80 | 39 |
| HOLOKAI | Oceania | 06/08/94 | 3,200 | Diesel | 15 | 3,000 | 39 |
| NIKATOR/ BARGE 101 | Atlantic-Caribbean | 06/28/94 | 2,573 | Waste/lube oil | 5 | 11,115 | 22 |
| CRACKER JACK | Gulf of Mexico | 08/30/94 | 3,000 | No.2 fuel oil | 9 | 279 | 32 |
| ISLAND ENTERPRISE | Alaska | 09/15/94 | 12,705 | Diesel | 40–50 | 263 | 39 |
| BAYOU PRINCESS | Gulf of Mexico | 11/05/94 | 6,000 | Diesel | 14 | 38 | 39 |
| BEAN BOOSTER 24 | Atlantic-Caribbean | 11/24/94 | 2,000 | No.6 fuel oil | 40 | 81 | 14 |
| KANDI SUE | Gulf of Mexico | 12/10/94 | 2,500 | Diesel | 25–30 | 65 | 39 |
| MINTROP | Gulf of Mexico | 01/05/95 | 2,200 | No.1 fuel oil | 14 | 481 | 45 |
| SKAUBAY/ BERGE BANKER | Gulf of Mexico | 02/05/95 | 37,716 | No.6 fuel oil | 10–15 | 113 | 14 |
| FLORIDA EXPRESS | Alaska | 02/27/95 | 8,400 | No.6 fuel oil | 10 | 93 | 14 |
| Unknown vessel | Atlantic-Caribbean | 05/10/95 | 1,940 | JP-8 | 7 | X | 43 |
| SHEENA MARIE | Atlantic-Caribbean | 06/18/95 | 3,000 | Diesel | 12 | 47 | 39 |
| INTERSTATE 138 | Alaska | 07/01/95 | 92,610 | No.6 fuel oil | 9 | 58 | 14 |
| MARJORIE B. MCALLISTER | Atlantic-Caribbean | 08/02/95 | 25,000 | Diesel | 7 | 234 | 39 |
| MCDERMOTT DERRICK BARGE NO. 50 | Gulf of Mexico | 08/18/95 | 3,225 | Crude oil/ hydraulic | 8 | 1,896 | 30–38 |
| ROWAN GORILLA IV | Gulf of Mexico | 11/03/95 | 3,722 | Diesel | 30 | 376 | 39 |
| ERIE | Atlantic-Caribbean | 12/10/95 | 6,400 | Diesel | 35 | 9,452 | 39 |
| WAHOO | Gulf of Mexico | 03/26/96 | 4,000 | Diesel | 35 | 31 | 39 |
| THAI DUONG | Gulf of Mexico | 05/19/96 | 2,800 | Diesel | 11 | 15 | 39 |
| LEONARD | Atlantic-Caribbean | 6/17/96 | 2,000 | No.2-D fuel oil | 10 | 1,300 | 35 |
| MI HIJO | Gulf of Mexico | 10/10/96 | 1,800 | Diesel | 12 | 105 | 39 |
| GILBERT TIDE | Gulf of Mexico | 10/27/96 | 1,900 | Diesel | 13 | 142 | 39 |
| BALDER | Gulf of Mexico | 12/31/96 | 2,600 | Hydraulic fluid or oil | 18 | 754 | 22 |
| ROSIE G | Alaska | 01/30/97 | 16,000 | Diesel | 20–25 | 4,578 | 39 |
| KELSTAR | Pacific | 06/23/97 | 2,560 | No.2-D fuel oil | 6 | 793 | 35 |
| NCC TIHAMAH | Gulf of Mexico | 07/20/97 | 7,500 | Diesel | 9 | 40 | 39 |

continued

Table E.3-2 (continued)
Historical Oil Spill Data for Potential Chemical Dispersion in All Regions
for Spills of $\geq 1,680$ gal*, ≥ 3 nm from Shore

| Vessel Name | Region | Spill Date | Spill Amount (gal) | Substance Spilled | Wind Speed (kt) [†] | Depth (ft) [†] | API° Gravity [†] |
|-----------------|--------------------|------------|--------------------|------------------------|------------------------------|-------------------------|---------------------------|
| DERICK BARGE 50 | Gulf of Mexico | 08/12/97 | 5,000 | Lube oil | 7 | 1,910 | 22 |
| CELLA M | Gulf of Mexico | 10/21/97 | 5,000 | Diesel | 10 | 40 | 39 |
| OCEAN NUGGET | Gulf of Mexico | 11/10/97 | 2,000 | Diesel | 14 | 156 | 39 |
| LINDA "B" | Atlantic-Caribbean | 11/29/97 | 1,800 | Diesel | 6 | 86 | 39 |
| EAGLE LYRA | Gulf of Mexico | 01/02/98 | 1,680 | Crude oil | 9 | 95 | 30–38 |
| MISS STEPHANIE | Gulf of Mexico | 01/07/98 | 10,000 | Diesel | 11 | 27 | 39 |
| RED SEAGULL | Oceania | 01/23/98 | 21,000 | Med. Arabian crude oil | 9 | 85 | 30 |
| ROSELLEN | Atlantic-Caribbean | 02/03/98 | 14,300 | Vegetable oil | X | X | 3 |
| GATE DANCER | Gulf of Mexico | 03/25/98 | 6,115 | Lube oil | 10 | 64 | 22 |
| JUAN GABRIEL | Atlantic-Caribbean | 06/22/98 | 4,000 | Diesel | 2–3 | 33 | 39 |
| Unknown vessel | Gulf of Mexico | 07/26/98 | 2,100 | Crude oil | 7 | 23 | 30–38 |
| CINDY | Atlantic-Caribbean | 08/04/98 | 1,800 | No.2 fuel oil | 8 | 13 | 32 |

Source: Adapted from USCG, 1999.

Note: X, unknown.

* Estimated spill size for practicable dispersant use from USCG, 2002.

† Rounded to the nearest whole number.

E.4. POTENTIAL FOR *IN SITU* BURNING

As noted in Chapter 2 of this Programmatic Environmental Impact Statement (PEIS), of the 79 oil spills listed in Table E.1-1, there were no spills in which *in situ* burning was feasible when mechanical recovery was not. However, based on the *Regulatory Assessment for Changes to Vessel and Facility Response Plans* (USCG, 2002) estimate that a spill size of 23,646 gal (563 bbl) is the lower threshold at which *in situ* burn operations might be considered practicable, of the 79 oil spills listed in Table E.1-1, there were four spills (Table E.4-1), with a combined discharge of 180,526 gal, in which *in situ* burning could have been a response option. On average, there were 0.7 spills per year, with an average discharge of 45,132 gal, in which *in situ* burning could have been a response option.

Table E.4-1
Historical Oil Spill Data for Potential *In Situ* Burning in All Regions
for Spills of $\geq 23,646$ gal*, ≥ 3 nm from Shore

| Vessel Name | Region | Spill Date | Spill Amount (gal) | Substance Spilled | Wind Speed (kt) [†] | Depth (ft) [†] | API° Gravity [†] | Pour Point (°F) [†] |
|------------------------|--------------------|------------|--------------------|-------------------|------------------------------|-------------------------|---------------------------|------------------------------|
| SEALAND HAWAII | Oceania | 03/13/93 | 25,200 | Waste/lube oil | 16 | 14,120 | 22 | 5–19 |
| SKAUBAY/BERGEBANKER | Gulf of Mexico | 02/05/95 | 37,716 | No.6 fuel oil | 10–15 | 113 | 14 | 5–25 |
| INERSTATE 138 | Alaska | 07/01/95 | 92,610 | No.6 fuel oil | 9 | 58 | 14 | 5–25 |
| MARJORIE B. MCALLISTER | Atlantic-Caribbean | 08/02/95 | 25,000 | Diesel | 7 | 234 | 39 | –29–0 |

Source: Adapted from USCG, 1999.

* Estimated spill size for practicable dispersant use from USCG, 2002.

† Rounded to the nearest whole number.

E.5. POTENTIAL FOR NATURAL REMOVAL

Of the 79 oil spills listed in Table E.1-1, there were 10 spills (Table E.5-1), with a combined discharge of 167,726 gal, in which natural removal could have been a response option. On average, there were 1.7 spills per year, with an average discharge of 27,954 gal, in which natural removal could have been a response option.

Table E.5-1
Historical Oil Spill Data for Potential Natural Removal in All Regions
for Spills of $\geq 1,000$ gal, ≥ 3 nm from Shore

| Vessel Name | Region | Spill Date | Spill Amount (gal) | Substance Spilled | Wind Speed (kt)* | Depth (ft)* | API ^o Gravity* |
|--|--------------------|------------|--------------------|-------------------|------------------|-------------|---------------------------|
| <i>CONSTITUTION</i> | Oceania | 06/14/93 | 1,000 | No.6 fuel oil | 10 | 13,571 | 14 |
| <i>ANTARES</i> | Gulf of Mexico | 12/29/93 | 5,000 | No.6 fuel oil | 12 | 79 | 14 |
| <i>SAN ANTONIO II</i> | Atlantic-Caribbean | 04/22/94 | 3,000 | Vegetable oil | 15 | 1,803 | 3 |
| <i>BAYOU GOLD</i> | Gulf of Mexico | 11/03/94 | 1,500 | Crude oil | 25 | < 10 | 30–38 |
| <i>BEAN BOOSTER 24</i> | Atlantic-Caribbean | 11/24/94 | 2,000 | No.6 fuel oil | 40 | 81 | 14 |
| <i>MINTROP</i> | Gulf of Mexico | 01/05/95 | 2,200 | No.1 fuel oil | 14 | 481 | 45 |
| <i>SKAUBAY/</i> <i>BERGE BANKER</i> | Gulf of Mexico | 02/05/95 | 37,716 | No.6 fuel oil | 10–15 | 113 | 14 |
| <i>FLORIDA EXPRESS</i> | Alaska | 02/27/95 | 8,400 | No.6 fuel oil | 10 | 93 | 14 |
| <i>INTERSTATE 138</i> | Alaska | 07/01/95 | 92,610 | No.6 fuel oil | 9 | 58 | 14 |
| <i>ROSELLEN</i> | Atlantic-Caribbean | 02/03/98 | 14,300 | Vegetable oil | X | X | 3 |

Source: Adapted from USCG, 1999.

Note: X, unknown.

* Rounded to the nearest whole number.

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